ENGLAND's INTEREST;

Or, a

DISCIPLINE

FOR

SEAMEN:

Wherein is Propoſed,

A Sure Method for Raiſing Qualified SEAMEN, for the well Manning Their Majeſties Fleet on all Occaſions.

ALSO

A Method whereby Seamen will be obliged mutually to Relieve each other on Board the Men of War Yearly, or thereabout; Except where any Seaman by his own voluntary Conſent ſhall be willing to ſtay longer.

LIKEWISE

Is ſhewed the Advantages, which by theſe Methods will accrue to the Nation in General, and in Particular to the Merchants and Seamen: For hereby the Wages now given in Merchant-Ships will be brought lower, and every Seamen will have the Liberty of Chuſing his own Commander, after the Firſt Year, and continuing with him, if he ſo likes.

By Captain George St. Lo.

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To the Right Honourable the COMMISSIONERS *for Executing the Office of* LORD HIGH ADMIRAL *of* ENGLAND *and* IRELAND, *&c.*

Right Honourable,

THE Tranſcendency of Your Knowledge and Aptneſs gain'd by long Experience in *Naval Affairs*, hath heightned my Ambition preſumptuouſly to affix on You this Dedication: And truly I ſhould not ſo boldly have adventur'd to commit theſe Productions of my Pen to the wide Ocean of Fluctuating Opinions; were I not aſſured, that as in Judgment You are able to diſcern it, ſo in Your Noble and Generous Diſpoſitions favourably to accept and encourage it; ſince the Deſign and Tendency hereof, is ſolely to promote and advance the Intereſt of Their Majeſties and their Subjects, and to Encourage Seamen, even to a voluntary hazarding their

Lives and Fortunes, for the Recovering the Priſtine Glory and Reputation of our *Navy Royal*---By the Rules of Charity, the Labourer is worthy of his Hire; and none deſerve it more than Seamen, if the propoſed Methods be put in Execution, (which I preſume will meet with Your Acceptance and Concurrence, as being deſign'd for a Publick Good; for which Your utmoſt Endeavours and Indefatigable Induſtry has not been wanting) Then will the Seamens Courage be fortified, Honeſty encouraged, deſerving Men rewarded, and Merchants Affairs cheerfully proceeding, and the Reformers of ill Cuſtoms be had in everlaſting Memory, for the Good they did in their Generations:----I humbly beg Pardon for this Digreſſion, and humbly deſire that you would take it into Your Conſideration. For my part I ever did, and ſhall to the utmoſt of my poor Abilities endeavour truly and faithfully to Serve Their Majeſties and Their Loyal Subjects, and to have a due Eſteem and Veneration for this Honourable Board. Accept therefore this Off-ſpring of ſome ſpare Hours, improv'd wholly with an intent for a National Advantage: And be pleaſed (if Your Lordſhips approve hereof)

of) to encourage the ſame by a timely Recommendation thereof to thoſe concern'd therein, for the promoting and advancing the Intereſt and Weal of the Preſent Government, which is the hearty deſire of

Your Lordſhips

Moſt Faithful and

Obedient Servant,

George S^r. Lo.

To the READER, Especially the Loyal Subjects of Their Majesties King *WILLIAM* and Queen *MARY*, of *ENGLAND*, &c.

Gentlemen,

YOU have here presented unto your View, the various Circumstances and Grievances, which the Nation in General, and in Particular, the Merchants and Seamen do labour under, relating to Sea Affairs——You will also find several Proposals with Reasons thereto annexed, humbly offer'd for Redressing the same; and saving to Their Majesties considerable Sums of Mony, which might be of great Use otherways, tending to the Welfare of the Nation; and also of procuring such Numbers of Able Seamen, who on all Occasions, and at a very short Warning, shall be thought sufficient to well Man Their Majesties Fleet, without any sensible Charge to the Nation; whereby the great Inconveniencies and Mischiefs oft-times attending Pressing will be prevented, the Seamen encouraged, the Merchants negotiating their Sea Affairs, without the least Interruption from our Men of War, or having their Men Press'd from them as is usually; and our Fleets in a probability of Reigning as SOVEREIGN of the Seas, when, and as often as Their Majesties shall please to Command the same.

'Tis true, many Notions and Propositions have been the Product of this Age; but none of this kind has been yet offer'd, that I know of, except what I propos'd in my former Book.

To the Reader.

I confeß, I might have been ſilent as well as others, had not the preſent Neceſſity of Affairs obliged me to appear in this kind: And as in the Body Natural, the Help and Aſſiſtance of its Members is requir'd towards its Support: So in the Government of a Church or State every Perſon (by an indiſſoluble Bond of Self-preſervation) is obliged to propagate and advance the Intereſt of that Commonwealth, of which he is a Member: And by how much the more Benefit he receives thereby, by ſo much the more he is bound both in Duty and Conſcience to do his utmoſt, for the Honour and Service of the ſame.

It being therefore Their Majeſties moſt Gracious Pleaſure, that I ſhould as it were immediately receive my Bread from their Hands, I muſt needs be thought guilty of the higheſt Ingratitude, not to be ſtudious either of Detecting any fraudulent Contrivances or Practices, in any wiſe tending to the wrongfully leſſening Their Majeſties Treaſure, or in not promoting whatſoever conduces to the Benefit and Intereſt of Their Majeſties and Their Subjects.

Then there is this further Motive, to induce me to a ſollicitous Care of the Nations Good; Namely, as being a Native thereof. For what Perſon, whoſe Veins are fill'd with true Engliſh *Blood, can contentedly think of wearing Saboes or Wooden Shoes; or willingly leave one Stone unturn'd, that he thinks may conduce to the Welfare of his Native Soil? And who but a Mad-man would prefer the Government of an Inſulting and Tyrannical Prince, to that of a Faithful Defender of our Rights and Privileges, nay of our Faith it ſelf; but rather with Tooth and Nail oppoſe whatſoever ſtands in Competition to its Happineſs?*

Laſtly, The barbarous Uſage which I receiv'd from the Tyrannical Hands of the French, *whilſt I was a Priſoner there, (only for my Conſtancy and Reſolution, not to be byaſs'd to admit even of a diſhonourable Thought of Their Majeſties, or*

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the preſent Government) puts me upon endeavouring to retaliate their Kindneſs, which to do, I know no better way, than by propoſing Methods, whereby we may be Strengthned Abroad, and Proſperous at Home; and if theſe following Propoſals meet with ſuch Effects, my Deſign is anſwer'd.

To plead for my Book, I will not, the Subject whereon it treats, carrying its Advocate along with it: I am ſure here is a Foundation for a more ingenious Architect to build on, if this be thought inſufficient. As for Curioſity in the Method, that can't be expected from me, who pretend only to know ſomething belonging to a Sailer: My Diſhes being dreſt not as at a Feaſt, but as at an Ordinary; neither are they placed ſo Methodically as they might have been; I taking things not orderly, but as they hapned to come into my Mind. I believe that neither my Subject nor Methods will pleaſe all, yet I preſume it may pleaſe ſome. What the Ignorant ſay of it, I value not; They are like the Cock in the Fable, who deſpiſed the Jewel only becauſe he knew not its worth. And what the Envious ſay of it, I paſs not; They are like the Dog, who would neither Eat himſelf, nor ſuffer the Ox to Eat: It's the candid Cenſure of the Impartial, Judicious and Solid Judgments which I reſpect, and to which alone I'll ſubmit, being Servant to all ſuch, whilſt

George S^t. Lo.

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ENGLAND's INTEREST;

Or, a

Diſcipline for Seamen.

AMIDST all the Addreſſes hitherto made, for the redreſſing Publick Grievances, (it ſeems very ſtrange) That although there are (doubtleſs) within this Kingdom, many Well-willers to Seamen in general, yet 'tis obſerved; That not one, (as yet) has taken upon him to propoſe a Method for redreſſing the Complaints and Hardſhips of thoſe Seamen, who have been conſtantly imployed in the King's Service all this War, and have to their power, born the Fatigues thereof; by contriving ſome ways or means, whereby Seamen (without Partiality) might take Turns to relieve each other, on Board the Men of War. For 'tis very obvious, that a great many Seamen, either by Protections, or ſome other Evaſions, have ſhifted their Necks out of the Collar (whereby it has lain the harder on the firſt mentioned) getting into Merchants Service, only for the lucre of greater Pay, than is given to Fore-maſt-men in Men of War; without any reſpect to the welfare of the Nation in general; receiving ſometimes Fifty Shillings, and ſometimes Three Pound, Four Pound, and Five Pound *per*

Month; whilſt moſt part of thoſe on Board the King's Ships, have not received above Three and Twenty ſhillings *per* Month during the whole War. And perhaps kept out of that for three or four Years, by being turned over from Ship to Ship; and in all that time, hardly enjoying the comfort of their Families for one Month. When others by the means aforeſaid, have been at liberty to go when they would, and come when they pleas'd. Sometimes making more Wages in two Months, than thoſe Seamen in Men of War do in a whole Year, to their Diſencouragement and great Diſſatisfaction.

Some Seamen harder dealt with than others.

The Men of Wars Men, have not only had cauſe of Complaint, as before is hinted: But the Merchants at the ſame time have been Sufferers conſiderably many ways.

Firſt, Not only by giving extraordinary Wages *per* Month (as before) but alſo by loſing a great part of the benefit of their Voyages; Their Ships oft-times ſtaying a great while longer, than is expected at their Ports, when arrived in *England*; only for want of thoſe Men, who were preſt out of them; whereby their Goods have been much damnified, and eſpecially their Wine and periſhable Commodities: And the King's Cuſtoms conſiderably leſſened thereby.

Merchants ſufferers ſeveral ways.

Secondly, Many of their Ships have been Loſt, by venturing to Sail without their Complement of Men; part whereof have been preſs'd from them, as afore is mentioned. And for thoſe that have had the good Fortune to eſcape both the danger of the Sea and of the Enemy, and to arrive at *Plymouth* or the *Downs*, have been obliged to give Ten Pound *per* Head from the former place, and Five or Six Pound *per* Head from the latter, only to carry them up to *London*: Which from

from the latter, ſometimes has been effected in two Days.

Thirdly, 'Tis very hard upon them to be obliged by *Doctors Commons* to pay their Men their Wages, after the loſing both Ships and Cargo, which uſually amounts to ſeveral Thouſand Pounds; when perhaps through their Mens Cowardize, the Ship has been without reſiſtance deliver'd to the Enemy, and not one Gun fired in her defence.

Upon the foregoing Reaſons, and others which might be produced, the Merchants are always at uncertainties, as to the time of the performing their Voyages, (Wind and Weather allow'd) neither can they give any reaſonable Eſtimate, whether to be gainers or loſers by their Cargo: It being the Opinion of ſeveral Merchants, that it would be as much to their advantage, for thoſe Ships which are Inſured, to be taken by the Enemy, as to be detain'd ſo long, as oft-times they are for want of their Men: For in the former Caſe, they would know what to demand of the Inſurers; but in the latter they are moſt uncertain what to make of their Voyage; One third part of ſome of their Goods, as Wines, *&c.* being hardly Merchantable when it comes Home; as the Cuſtom-Houſe-Officers during this War have experienced, by the Abatements made in the Duties thereof.

The Subjects (as in the foregoing Diſcourſe appears) are not only injured and uneaſy, but their Majeſties are alſo concern'd herein——For the King's Ships which are Cruizers (for want of a due Method for the acquiring a competent number of Seamen fit for their Majeſties Service on all occaſions) do oft-times, for want of them, lie two or three Months after they are Clean, ere they can go to Sea, and almoſt at the ſame Charge

Why Cruizers are not more abroad.

as

as if Man'd, and abroad in the way to do Service, being many times in want of a second Cleaning ere they go once out of a Harbour.

Here is likewise a very considerable Charge of many Thousand Pounds *per Annum* spent on the Nations account in impressing Men at Sea and on Shoar for the Service: In keeping many Tenders and their Men in Pay and Victuals; besides the hazard of losing them, which if it so happen, the King is obliged to pay for them. And many other considerable Sums of Mony there are expended on several Accounts, a great part of which might be saved, the Particulars whereof take as followeth:

Charge of Impress to Commanders.

First, The King is at a considerable Charge Yearly, in giving Impress-Mony to Commanders; every Captain of a First-Rate being allowed Eighty Pound, of a Second-Rate Sixty Five Pound, of a Third-Rate Fifty Pound, of a Fourth-Rate Forty Pound, of a Fifth-Rate Twenty Pound; besides the Bills brought in after for extraordinary Charges in Impressing, *&c.* amounting usually to between a Hundred and Four Hundred Pound for a Captain, and the Lieutenants Bills to little less.

But the Commissioners of the Navy, by their strict scrutiny into the Truth and Reasonableness of their Accounts, do many times find a sufficient and just Cause for abatements in their Bills, by putting those said Officers to their Oaths, for a Justification of the verity of their Accounts, which being by some Officers scrupled at, gives so great a Suspicion of some Fallacy in the matter, that thereupon deductions are made, or otherwise the Charge would be much augmented.

Secondly, There is a very considerable Charge to the Nation in maintaining a Hundred and Thirty Tenders this Year with their Men, and Provisions for Six Months in

in the Year, which one with another is the leaſt time they are in Pay: Each Smack and Yacht ſtanding the King in Five Shillings Six Pence apiece *per* Tun, and each Hoy and Ketch in Six Shillings *per* Tun *per* Month; of which Veſſels each Maſter hath Four Pound *per* Month, each Mate Two Pound *per* Month, each Able Seaman Twenty Four Shillings, and each Ordinary Nineteen Shillings, being in the whole Nine Hundred Fifty and Five Men and Boys. There is alſo their Victuals, which riſes conſiderably this Year, Proviſions being very dear; the which ſtands the King (by a modeſt Computation) in Twenty Six Shillings a Man *per* Month; beſides the hazard of loſing thoſe Tenders; it being (almoſt) no wonder for ſome, amongſt ſo many, to come ſhort home: Every one of thoſe taken by the Enemy ſtanding the King in about Four Hundred Pound. But the Year being not ſpent ſo far as for Tenders to be diſcharged, I can't at this time give an Account of that accidental and uncertain Charge. *Charge of Tenders.*

Thirdly, In the Year 91. There was given to Seamen 6530 *l.* Bounty-Mony, for Encouragement to come into the King's Service; beſides Conduct-Mony, which being not practiſed at this time, I ſhall omit in the Charge of this Year.

Fourthly, There is alſo about 206 *l.* given in one Year to the Rulers of Watermens-Hall, for their Charge in ſending Men for Sea-Service: But if they were ſuch other Years, as thoſe ſent by them on Board the hired Merchant-ſhips this Year, 'twas a dear Bargain, ¼ of thoſe ſent this Year by them being Boys, as of late hath been obſerved. *Charge to the Rulers of Watermens-Hall.*

Fifthly and Laſtly, The Mony given to Vice-Admirals of Counties, for their Charge in ſending (for the moſt part) ſuch Perſons as the Watermen did ſend this Year, has been very conſiderable: The leaſt Sum given them being Fifty Pound, of which there were not above Three in one Year; The reſt being between an Hundred and Six Hundred and Fifty Pound, as by the Accounts of the Collectors of the Cuſtoms given into the Navy-Office doth appear: But not knowing how to collect the whole Charge thereof, I can't inſert it here. The aggregate of thoſe particular Charges now in uſe, and what of them have come to my knowledge (by a modeſt Computation) do amount to 36030*l.* 10*s. per Annum*; The which if ſaved, or but $\frac{2}{3}$ thereof, which may eaſily be done by the following Methods, might be imploy'd ſeveral ways for the Benefit, and to the Satisfaction of the Nation: It being very plain, that the leſs extravagant and unneceſſary Charge we are at, the leſs Taxes will be for every Man's ſhare, and conſequently the better able to hold out the War.

See the particular Account of the afore-mentioned Charge, of what comes to my Knowledge, Summ'd up underneath.

	Rates.	N°		l.	s.
Impreſt-Mony given to Commanders in the Line of Battel.	1---6	80		00480	00
	2---9	65		00585	00
	3-30	50	is	01500	00
	4-07	40		00280	00
Thoſe are half of what are out of the Line of Battel, and receive Impreſt-Mony. The other being in foreign Parts are not chargeable as thoſe at Home, and ſo are omitted.	3-07	50		00350	00
	4-14	40	is	00560	00
	5-14	20		00280	00
Smacks, *&c.* 50 containing 1626 Tun, at 5 *s.* 6 *d.* a Tun.				02682	18
Ketches, *&c.* 80. Containing 5617 Tun, at 6 *s.* a Tun.				10110	00
Maſters 130. at 4 *l.* apiece.				03120	00
Maſters-mates 130. at 2 *l.* apiece			*per* Month for Six Months, is	01560	00
Able 435. at 1 *l.* 4 *s.* each.				03132	00
Ordinary 260. at 19 *s.* each.				01480	00
955 Men and Boys Victuals, at 26 *s.* each.				07449	00
To the Rulers of *Water-mens-Hall*, for one Year				00206	00
⅓ of Captains and Lieutenants Bills for Five Years paſt, modeſtly computed is				02255	00
				36030	10

The aforementioned Charges to the Nation: The Grievances and Sufferings of the Merchants, whoſe Loſs uſually exceeds the ſaid Sum of 36030 *l.* 10 *s.* Yearly, and that purely for want of their Men, which are taken from them as aforeſaid; whereby many Merchants of good Eſtates formerly, are now reduced, and Trading much decay'd: Together with the Hardſhips which many Sailers undergo in reſpect of others, and the difficulty of getting thoſe Men which are fit for their Majeſties Service, notwithſtanding the extraordinary Charge attending the ſame. I ſay, all theſe things being premiſed, and as they are unqueſtionably True; it muſt needs be thought an acceptable Undertaking (by all thoſe who are well affected to Their Majeſties and the preſent Government) to propoſe a Method, and probable means of leſſening the greateſt part of the before-recited Charge; of redreſſing the Merchants Grievances, and acquiring a competent Number of Seamen on all Occaſions for the Service; without Preſſing any at Sea, and of diſpoſing them on Board the King's Ships from time to time, with an equal and impartial Hand, ſo as that every Man ſhall take his turn Yearly, or as ſhall be thought fit to be in the Service; except where any Seamen ſhall think fit to continue longer on Board Men of War, through hopes of Preferment: All which is humbly propos'd to be done by the following Methods.

But 'tis thought, that want of Encouragement and Patronage (from the Calumnies and Prejudices of thoſe who are inveterately bent againſt the true Intereſt of the Nation) have been a Check and Reſtraint to the Genius of ſeveral Perſons; who (doubtleſs) had they been at liberty, might long ago have offered divers good and advantagious Propoſals, of this and other kinds, tending to the Nations Advantage and Intereſt. And

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'tis not to be queſtion'd, but that many an Engine of that kind ſtands ſtill, for want of the aſſiſtance of noble and publick ſpirited Perſons to ſet it on work; which if encouraged might be of great Uſe. The better to effect what is premiſed, 'tis humbly propoſed, That all Self-intereſt be diſcarded; and that no Perſons of any Rank or Quality, do protect any Perſon belonging to the Sea or imployed in any River: Or Trading in Boats or Veſſels of any kind whatſoever. For as 'tis very reaſonable, that any Mans private Opinion ought to ſubmit to a general Council: So it can be no leſs equitable, that a few private Intereſts do give way to a National Advantage; a Limb being not ſo valuable as the whole Body.

Theſe things being granted as indiſpenſably neceſſary, I ſhall endeavour to lay down the Method with as much brevity and plainneſs as I can.

But I know, that whoever expoſeth himſelf to the World, in things of this kind, muſt expect to meet with many virulent Cenſures of Detraction, and that 'tis impoſſible to pleaſe every one. But ſince there is not the leaſt deſign in the Author, to make himſelf any peculiar Intereſt hereby; 'tis to be hoped, it may meet with the kinder Reception from all noble and generous ſpirited *Patriots*. The benefit of the Nation in general, and in particular, the Eaſe and Encouragement of Sailers, who through the whole Series of this War have conſtantly been fatigu'd therein, being the only aim and deſign in this Undertaking.

A Method for the Chusing such *Persons* as are fitly Qualified to be made *Officers*, for the Regiſtring *Seamen*, *&c.*

Prop. 1. *'TIs humbly propoſed, that a competent Number of Regiſters or Naval Officers, (for ſo they may be called) be appointed; one for each of thoſe Counties bordering on the Sea, which are large; and for thoſe Counties that are ſmall to the Seaward and lie together; one Officer may ſerve for two. Each Officer to keep his Office in the chief Port or moſt convenient Place in his reſpective County, for the due Regiſtring Seamen, Shipwrights, Caulkers, Sailmakers, & Ropemakers; and performing ſuch Offices as hereafter are propoſed.*

Ratio 1. Theſe Officers being eſtabliſh'd one in each County that is large, and one for any two Counties which are ſmall to the Seaward, and lie together, will be able to give an account what Seamen are belonging to each particular Place in their ſeveral Counties, from whom the Lords of the Admiralty (as occaſion ſhall offer) may require a Liſt of their Numbers, and accordingly iſſue out Orders for the going on Board ſuch Ship or Ships, as by them ſhall be thought meet and convenient, lying near thoſe Places or any other.

How Perſons ought to be qualified to be Naval Officers.

Prop. 2. *That thoſe Naval Officers ſhall be ſuch Perſons as have been Captains of Men of War, Four Years at leaſt, without intermiſſion in the King's Service. And 'twill not only be moſt proper; but alſo leſs chargeable to their Majeſties, That they be Half-Pay Captains, or Superannuated ones; if a ſufficient Number of thoſe may be had: Likewiſe that they be Commiſſionated to be Juſtices of the Peace for thoſe Counties in which they ſhall be Eſtabliſhed: And that they be allowed, (by the King) ſuch an addition of Pay or Wages to their former Sallaries, as may amount the whole to* 400 l.

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per Annum, *which may be thought a competent Maintenance for them: Whereby they will not be expoſed to the breach of Truſt, as otherwiſe they might, if ſtraitned in their yearly Allowance of Sallary.*

Rat. 2. Why ſuch Officers ſhould be Half-Pay Captains, or Superannuated ones, is becauſe in all probability, they are moſt likely to underſtand Sea Affairs; and rightly to put in Execution ſuch Orders, as from time to time ſhall be directed to them, from the Lords of the Admiralty. Theſe Officers upon Examination into the Qualities and Abilities of Seamen, are alſo moſt likely to be competent Judges thereof: Further, ſuch Captains have now each of them a Sallary from the King, as ſome 136 *l.* others 273 *l. per Annum*, according to the Rates of thoſe Ships they ſerved in laſt. So that what has been given to Deputy-Vice-Admirals, *&c.* as afore is mentioned, for ſending in thoſe, which for the moſt part, have been raw and unfit for the Sea, and many of them never at Sea; together with the Impreſs-Mony given to Captains, will over and above compleat their Sallaries of 400 *l. per Annum*, and their Inſtruments Sallaries likewiſe: So that hereby the Charge of thoſe Offices will be defrayed out of extraordinary Charges, which may be ſaved.

Prop. 3. *That each Officer be allowed two Clerks, One at* 50 l. per Annum *and another at* 30 l. *a Year Sallary, to be paid by the Navy, according to the Uſe and Cuſtom thereof. Theſe two Clerks ſhall be reſident where the ſaid Naval Officer keeps his head Office. But if the County be large and has ſeveral Seaports in it, then to be allowed as many more Clerks at* 30 l. *a Year, as ſhall be thought neceſſary for that Service, and the eaſe of the Subject.* Clerks at their Sallaries.

Rat. 3. Theſe Clerks will be uſeful in keeping the Regiſters: and in making and Copying all the Liſts of Seamen, *&c.* and in making out the Warrants, which Maſters

Maſters of Ships muſt take with them, before they Sail And the Bonds which they muſt give to obſerve the Articles hereafter mentioned. For it can't be expected to be done by the Naval Officer himſelf, who will have buſineſs enough to decide Controverſies, and to ſee to the well Management of his Office in every reſpect: And for a further Illuſtration of the Diſpoſing the Naval Officers and their Clerks, take the following Example of

Dorſet-ſhire.

An Example of diſpoſing the Naval Officers.

The Naval Officer with his two Clerks ſhall have their place of Reſidence at *Weymouth*, another Clerk at *Lime*, and another at *Pool*, which two latter ſhall likewiſe Regiſter thoſe Seamen, Shipwrights, Caulkers, *&c.* which ſhall live neareſt and moſt convenient to come thither. In theſe Methods, reſpect being to be had to that which ſhall leaſt offend the Subject, or be burdenſome to them. Theſe two latter Clerks (from time to time) ſhall give an exact Acount to the Naval Officer at *Weymouth* of all their Proceedings; who himſelf, as often as need requires ſhall viſit thoſe particular Ports, to hear all Complaints and to rectifie the ſame; which will be a great eaſe to thoſe Inhabitants who live remote from *Weymouth*: And before his going thither, ſhall give timely Notice to the Clerks there reſident, that they may cauſe the ſame to be publiſhed on a preceding Market-Day or a Sunday, that the Inhabitants may know the ſame. The chief Clerk to the Naval Officer ſhall likewiſe be imployed, as oft as occaſion ſhall require, to ride from place to place as a Superviſor over thoſe two Clerks at the Out-Ports: And alſo to go on Board all ſuch Ships, as are at any Ports, in his Precincts, at their going thence, or return Home from any Voyage: To ſee if their Warrants do agree with the Original kept in the

the reſpective Office, in every particular. Every Maſter of a Merchant-Man being to be obliged, to take a Warrant with the Names of his Men, *&c.* therein inſerted, from that Port whence he ſits out; for which he ſhall pay half a Crown to the chief Clerk; and the ſame price for the Bond he ſhall give for bringing back his Men, or giving a ſatisfactory account what is become of them; as hereafter ſhall be explained: A Copy of the Warrant may be this underwritten,

Copy of a Warrant to be taken by Maſters of Merchant-Men.

JOhn Jenkins, *Maſter of the* William *and* Mary *Pink, (Inhabiting in the Highſtreet in* Pool*) being about an Hundred Tuns, and bound for the* Weſt-Indies*) aged Twenty Seven Years; having uſed the Sea Twelve Years; One whereof he has ſpent in the King's Service this War, in* 1692. *Has hereby a Permit to carry the Eight Perſons under-mentioned with him to the* Weſt-Indies, *without being Impreſt from him, or otherwiſe moleſted, to the hindrance of his Voyage: Given under my Hand and Seal at* Weymouth *this* 27*th Day of* Auguſt, 1694.

Names.	Time of being Lifted.	Place of Aboad.	How long us'd the Sea.	Whether in the King's Service, and how long.	On Board what Ship.	Age.	D. or R.	Whither.
			Years.	Years.				
James Clerk.	*Jan.* 3. 91.	*Leaverpool.*	3	Never.	*Portſmouth*	27		
Will. Jones.	*Jul.* 7. 92.	*Ramſgate.*	17	3	D°.	30		
Rob. Burby.	*July* 12. 94	*Newcaſtle.*	1	1	*Woolwich.*	17		
Tho. Horn.	D°.	D°.	10	4	*Dartmouth.*	26		
Joſeph Wood.	D°.	D°.	11	3	D°.	28		
Francis Roſe.	*Aug.* 1. 94.	*Southampon.*	20	Never.	*Mary.*	45		
Tim. Thom.	D°.	D°.	19	4	D°.	36		
Charles Holt.	*Yarmouth.*	*Yarmouth.*	30	3	*Dover.*	50		

Prop. 4. *In the next place, it will be needful, that a general Office relating to the particular Offices be kept in* London, *and managed by a Naval Officer and a competent number of Clerks, who ſhall be allowed larger Sallaries than to thoſe in the Country, in reſpect of the multiplicity of Buſineſs, which muſt needs attend the Office, above what may be expected in the Country. Unto this general Office, every individual Naval Officer in the Country, ſhall every Month tranſmit a Copy or Liſt of all the Men he ſhall Regiſter from time to time; and of the Quality and Circumſtance of each Man, according as he ſhall be entred, and what are in the Service, and what on Shoar; and ſhall keep an Alphabet-Book, beginning with the firſt Letter of each Man's Sir-Name, for the ready finding them at any time. He ſhall alſo from time to time, ſend a particular Account of what Charges he has been at on account of the Office, and what Mony has been iſſued as a Reward to any Perſons upon the Conditions hereafter-mentioned: Which Accounts ſhall be adjuſted (by the general Officer) with the principal Officers and Commiſſioners of Their Majeſties Navy, from whom all Bills of Impreſt (for the defraying any of the afore-mentioned Charges) ſhall proceed.*

A general Office to be kept in London.

Rat. 4. This Grand Office being ſetled, and from time to time receiving an account of what Men, and how many are Regiſtred at every individual Place, will be able to ſignifie the ſame unto the Lords of the Admiralty upon their demanding it: And being likewiſe informed by the ſaid Naval Officers, who are at Sea, and who on Shoar; The *Lords* upon any great and emergent occaſion may iſſue out their Orders, for ſuch a certain Number of them, as ſhall be wanted on any Expedition in a very ſhort time. As for the general Officer adjuſting the Accounts of the other Officers, with the Commiſſioners of the Navy (that will prevent the Charge which a new Office would require for that purpoſe) And it being

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ing moſt properly under the Verge of the Commiſſioners of the Navy, as things relating to that Office; it is therefore moſt fit that the Accounts thereof ſhould be by them examined and approved, or otherwiſe diſallowed and rejected.

Prop. 5. *Laſtly, That two Clerks be allowed at* Graveſend, *if ſo many may be thought ſufficient, at* 60 l. per Annum *Sallary, who ſhall mutually aſſiſt one another, and ſhall be accountable to the ſaid Office at* London *for what they do. Unto theſe two Clerks every Maſter of a Merchant Ship that goes down the River ſhall ſhew his Warrant, which the ſaid Clerks ſhall either Snip, as the Searchers do the Cocquets; or otherwiſe put their Names thereto, as by Directions to them ſhall be thought moſt fit and convenient for the Proſecution of the intended Deſign.* Clerks at *Graveſend.*

Rat. 5. Theſe two Clerks may be allowed 10 *l.* a-piece *per Annum*, more than other Clerks in the Country, being ſuppoſed to be at extraordinary Duty in the performance of their Office. Their buſineſs will be to examine all Maſters of Ships at their going down the River by *Graveſend*; and likewiſe at their return from any Voyage; Whether they have in every reſpect complied with the Conditions required: That is, that their Men are the ſame ſpecified in the Warrant which they muſt take from the grand Office; and that they have given Bond as they ought, and performed ſuch Articles as they ſhall thereby be obliged to obſerve: A Counterpart whereof they ſhall produce to the ſaid Clerks; who ſhall examine into the Truth thereof by comparing them with the Copies, which the ſaid Clerks ſhall receive from the general Office.

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The Method for Regiſtring Seamen, Shipwrights, Caulkers, Ropemakers and Sailmakers, to be in Readineſs for Their Majeſties Service at a ſhort Warning.

Prop. 1. *THE Magiſtrates and chief Officers of each individual Place in every County, as the Mayors in Corporations, the Bayliffs, Conſtables, Headboroughs, Tythingmen, and the like, in their reſpective Towns, Burroughs, Villages, Hamlets,* &c. *ſhall each of them within ſix Weeks after the Publication hereof, (by Proclamation or otherwiſe) bring as perfect a Liſt as poſſibly they can; of all Shipwrights, Caulkers, Sailmakers and Ropemakers: And of all Maſters of Ships, Seamen or Watermen; And all other belonging to any Craft in any River, as Weſtern-barges,* Ware-*barges, Row-barges, Sand-barges, Tilt-boats, Ferry-boats, Fiſhing-boats, Ballaſt-Lighters, Keels and the like, or that have uſed the Sea within theſe ſeven Years laſt; being between the Age of ſixteen and ſixty, being in or belonging to any Towns or Places within their Liberties as aforeſaid, with as exact an Account as they can, of the reſpective Ages of each Perſon, and their Place of Abode; How long they have uſed the Sea, and whether ever in the King's Service; and how long they have ſerved therein this War. The which Liſts ſo made out, They ſhall atteſt under their Hands and Seals, and the ſame deliver (as before directed) unto the ſaid Naval Officer.*

Rat. 1. The Regiſtring Shipwrights, Caulkers, Sailmakers and Ropemakers, will be advantagious ſeveral ways: For thereby we ſhall always be provided with a Supply of ſuch ſort of Workmen at a very ſhort Warning, both for the King's Ships

King's Ships, and Dock-yards, (without the Charge and Trouble of Preſſing) which from the latter, being oft-times neceſſitouſly drawn to ſend on Board the King's Ships, are wanted in the ſaid Yards; (for the expediting and fitting out the Ships on emergent Occaſions) whereby they are delayed, and lye ſtill; when perhaps, if they were ſooner diſpatched and ſent abroad, they might be in the way to take Prizes, or at leaſtwiſe at Sea to prevent the *French* Privateers from ranging the Seas, and taking ſo many Merchant Men as they do. In the next place, having plenty of thoſe Work-men on all Calls, there may be more Cordage made in the King's yards, which may be either cheaper to the King, or better than what's made in Merchants yards, or both. There may likewiſe more Men of War be built in the King's own yards, than now are, which may be worth conſidering; for it is found by Experience, That Ships built in the King's own yards, are much more ſerviceable than thoſe built in Merchants yards for him. There are ſeveral other Advantages that will attend this Method, if practiced, which, ſince Time and Practice may diſcover, I ſhall forbear to enumerate at this time. The Regiſtring Sea-men, Water-men, *&c.* will be the ready way of knowing what Number of Sea-men there are in *England*, and how many may be had from each individual place, on all occaſions to ſerve in Their Majeſties Fleet: Which being put in Execution by Vertue of an Act of Parliament, can't in all probability miſs of its deſired Effects; Namely, Of procuring a competent Number of Saylors to Man Their Majeſties Fleet, on all occaſions, without impreſſing any at Sea; whereby the greateſt part of the afore-mentioned Charges to Their Majeſties will be ſaved, which is worth while to be conſidered of, and practiſed: For 'tis evident, That one Third Part

The Advantage of Regiſtring Shipwrights, Caulkers, &c.

of the beſt Sea-men in *England*, have by one means or other avoided being in the King's Service this War. And 'tis not, that Sea-men are wanting in *England*, that the King's Ships are ſo ill Mann'd, as generally they are; and that ſo much unneceſſary Expence dayly attends the Manning the King's Ships; but only for want of a due Method for the ſame, and a Penalty to be inflicted on the hinderers of its due Execution: For 'tis obſerv'd, That both Juſtices of the Peace, Mayors, Bayliffs, Conſtables, *&c.* for the moſt part have been too remiſs in their Duties, in not aſſiſting thoſe Officers (ſent to preſs) as they ought; for inſtead of routing Sea-men out of their Coves and hiding Places, many of them ('tis to be feared) have rather concealed or countenanced many Perſons, who ought, and were fit to be in the Service.

Liſted Sea-men to Appear before the Naval Officer.

Prop. 2. *They ſhall bring all the Perſons ſo liſted (except what are at Sea) unto the Naval Officer, on ſome prefixt days, that he may ſee them, and alſo ſearch into the Truth of what the Magiſtrates ſhall have certifyed concerning them on the Liſts: Which ſaid Naval Officer, together with an other Juſtice of Peace, and a Surgeon, ſhall examine into the Abilities and Conditions of each Perſon returned on the Liſts, who ſhall pretend unfitneſs for the Sea, by reaſon of Hurts, Wounds, Bruiſes, or any other Accidents of that nature; and according as they ſhall find the matter, ſhall either acquit, or continue them on the Liſts, as Perſons qualified for the King's Service.*

Ratio 2. The appearing of the ſaid perſons themſelves, will oblige the Magiſtrates and other Officers to be as exact as poſſible they can in giving in perfect Liſts, as is required, for fear of being found out if they do otherwiſe: For Seamen in every individual place, being for the moſt part acquainted one with another, and miſſing any one, they know who ought to appear before the Naval Officer

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as well as themſelves, will be apt to diſcover the ſame. As for the examination by the Naval Officers, Juſtices of the Peace, and Surgeons, into the Qualities and Condition, of any, pretending unfitneſs for the Sea; it is very reaſonable, that thoſe who are really unfit for the Sea-ſervice in Men of War, be not charged on the Liſts; for if ſo, the Liſts would not only be filled with many unquallified perſons, but Their Majeſties diſappointed, by depending on ſo many able men, from ſuch and ſuch places on any occaſion: When perhaps, a great part of them were wholly unfit for that ſervice.

Prop. 3. *That all thoſe Maſters of Ships, who ſhall be thought fit to be exempted from going into the King's Service, ſhall nevertheleſs each of them ſend an able Sea-man in his room, who ſhall be approved of by the ſaid Naval Officer; and whoſe turn it is not to go into the Kings Service that Tear, or otherwiſe, to pay* Five Pounds *into the Naval Officers hands, ſo oft as 'tis his turn to go on Board the King's Ships: But in caſe of failure of Payment within the Six Weeks, wherein it ought to be Paid, then to forfeit* Twenty Pounds, *to be levied by Diſtreſs and Sale of the Offenders Goods, or as the Parliament ſhall think meet to Order. Farther, that every perſon going out of his turn, ſhall be entred in the Regiſters Books, upon whoſe Account, and in whoſe room he goes; and to be liable to ſuch puniſhment for any fault by him committed, as any other perſon who goes for himſelf: Laſtly, That the Naval officer ſhall enter into his Book of Accounts, all ſuch Sums of Money as he ſhall receive for any forfeitures from any perſon, and the ſame ſhall tranſmit Monthly (or as oft as ſhall be required) to the General Officer in* London, *upon Pain of Loſing his Imploy; or to be Fined as the Parliament ſhall direct for his offending therein.*

Maſters o *Merchant Me* who ſhall b Exempted from going t Sea, to find a able Man, o Pay 5 *l.*

Ratio 3. This can't be thought hard by Maſters of Merchant

Merchant Men; for in *France*, tho' Gentlemen are exempted from paying Taxes, yet they are obliged to ſerve the King in their own perſons: And the payment of *Five Pounds*, or ſending an able Man fit for the Sea, can't be thought much charge to them, ſince it will not come to a mans turn above once in Three Years. One 3d. part of the Seamen which have not been in the Service this War, together with thoſe who are willing to continue on Board, and what will go Voluntarily, being thought ſufficient to Man the King's Ships; but if all Maſters of Ships and Veſſels, and pretenders to it, ſhould be exempted from ſending a Man, or paying *Five Pounds* as afore, it muſt fall much the harder on the Hawl-bowlings; and under this pretext we ſhould have the beſt part of *Fourty Thouſand* Men Protected; It being evident that moſt Ships & Veſſels has protected Three Maſters: For one being known to be a Maſter, is not queſtioned, and another getting a Protection for the ſame Ship, or Veſſel, as Maſter of her, is by that means exempted from being preſt into the King's Service; & a Third, by carrying a Charter party in his Pocket keeps himſelf clear. Nay, the very Oyſter-Cocks and other ſmall Craft (as well as Ships, and other great Veſſels) have found out a way, to Free themſelves from the King's Service, as hath not long ſince been diſcovered by a Captain of a Man of War. For 'tis uſual, as by ſome of their own company has been ingenuouſly acknowledged, for them to carry Bills of Sale in their Pockets, formally made for ſuch and ſuch Ships, as if their own, and were really Maſters; when indeed they were not, and only contrived for to cheat the Preſs-Maſters, and to keep themſelves out of the Service: But this Method of obliging Maſters to ſend an able Sea-man, or to pay *Five Pounds* as afore, will be the ready way to prevent this, or other like Cheats for the future.

Why Maſters of Merchant-Men ſhould find an able Man, or pay *Five Pounds*.

Prop. 4.

Prop. 4. *Every Officer or Officers, who ſhall refuſe or neglect to bring in ſuch Liſt or Liſts as before is directed; ſhall be lyable to ſuch Penalty as the Parliament ſhall think fit to impoſe on them, not exceeding* Twenty Pounds *if they ſo pleaſe; and for every perſon that ſhall be found in their reſpective Towns, Villages, Hamletts,* &c. *after the Six weeks are expired, wherein the Liſts ought to be given in, and did at the ſame time belong to any of their reſpective places, and ought to have been Liſted; and that it doth appear by good evidence to be the ſaid Officers fault, every Officer and Officers ſo Offending, ſhall for every perſon ſo omitted, forfeit* Ten Pounds. *But if it appears that the neglect is in the Inhabitants, and that they have by any ways or means concealed any ſuch Perſons from the knowledge of the ſaid Officers, whereby they could not be liſted; then every ſuch Inhabitant ſhall forfeit the ſaid Sum of* Ten Pounds, *to be levied by Diſtreſs and ſale of the Offenders Goods, or by any other means as the Parliament ſhall appoint: One Moyety thereof to be given to the Informer, and the other to be employ'd in the bringing up of Youth for Sea-Service, or for the Cheſt at* Chattham.

Penalty on ſuch Officers as ſhall not bring in true Liſts.

Ratio 4. The Penalty propoſed to be Inflicted on ſuch Officers as ſhall not comply with theſe Propoſitions to the utmoſt of their powers, and alſo on Inhabitants for concealing Perſons from being Regiſtered; can't be thought hard or unreaſonable, ſince the deſign thereof is not intended for their Money, but only to oblige them to a Performance of their Duties, as herein is required; which if obſerved, they themſelves will be Sharers in the advantage, which thereby will accrue to the Nation in general: For by this Method, the King will be ſupplied with Able and Dareing Sea-men, inſtead of Raw Lads, and Perſons never at Sea, without the great charge of Preſſing, which the King is Yearly at; hereby alſo our Ships will

be in a condition of Defending themselves better than many has formerly done, and Offending the Enemy. For one great Reason, nay, the greatest which can be given; for the Loss of most of our Men of War, taken by the Enemy, is, that our Ships have been very ill Man'd; which by this Method, being better provided for, the Enemy will ('tis to be hoped) find the advantage on our side, to their Expence and Cost.

Victuallers not to Entertain Sea-men.

Prop. 5. *If any Victualler shall entertain any Sea-men, Water-men, &c. a Fortnight in his house being not Registred, and doth not discover the same to the Naval Officer, or his Clerks, or to the Magistrates and Officers who ought to bring in the Lists of them; being convicted of the same, shall* (ipso facto) *forfeit* Five Pounds *to be paid and recovered as before is provided for other Forfeitures, and also lose his Licence, and for the future be utterly disabled to have another: If he be a House-keeper only, to forfeit* Five Pounds, *One Moyety to be given to the Informer, and the other to the uses aforesaid.*

Ratio 5. The Penalty to be Impos'd on the Victuallers, can't be thought to be a Severity towards them; for of late Years many able Sea-men have exercised that Calling as a Pretext to keep them from going to Sea: Many of which Houses are prejudicial to the King's Service, by entertaining the Sea-men in their Houses, when they ought to be on Board; and not only so, but many times concealing them from the Officers of the Ships when they come to fetch them on Board, whereby many of them are left behind, and consequently Prick't Run, to the great hindrance, and almost undoing of many Families; so that if those be themselves caught in the Corn, they ought to be put into the Pound: As for House-keepers, if they will hazard the Penalty, and may avoid it, they can't grumble if they suffer for their own Folly.

Prop. 6.

Prop. 6. *That no Maſter Shipwright, Caulker, Sail-maker, or Rope-maker, do employ or entertain any Shipwrights, Caulkers, Sail-makers, or Rope-makers, into their Works or Service, but what they know to be Regiſtred, or doth ſo appear by Certificate under the hand and Seal of the Naval Officer, where he or they were Regiſtred; upon the Penalty of forfeiting* Ten Pounds *for each man which ſhall be ſo imploy'd: Except all thoſe Apprentices who have not ſerved 5 Years, after which time of Service, they ſhall be Regiſtred likewiſe. And if any Shipwright, Caulker, Rope-maker, or Sail maker, ſhall neglect to give in his Name to be Regiſtred within Six Weeks as aforementioned; and ſhall preſume to work in Merchants-yards, after the time they ought to be Regiſtred, and are not, to forfeit* 20 s. *a Month for every Month they ſhall ſo ſtand out, to be recovered as aforeſaid: One Moyety to be given to the Informer, and the other to the uſes aforeſaid.*

No Maſter Shipwright, &c. to Entertain unregiſtred Seamen.

Ratio 6. By this means the Number of all thoſe kinds of Trades-men will be known in general, and in particular, how many are at each individual place; ſo that upon the want of any Number of them, to diſpatch any Works requiring their aſſiſtance, 'tis but to ſend to the Naval Officers, who ſhall be impowr'd to ſend ſuch Perſons; and ſo many as are deſired at a very ſhort warning: And whatſoever perſon of them being prickt down to ſerve in any Yards or Ships, (and having notice thereof) who ſhall refuſe or neglect to ſerve according as he ſhall be Ordered; ſhall from that time be lyable to ſerve on Board the King's Ships during the War: Several of the Advantages attending this Service, being before hinted in the firſt Reaſon, for Regiſtering Shipwrights, Caulkers, &c. I ſhall forbear to trouble the Reader any further therewith in this Reaſon, altho' both comes far ſhort of what might be ſaid thereto.

Prop. 7.

Prop. 7. *That the Naval Officers in the Country (upon their Receipt of any Orders from the Lords of the Admiralty (for the ſpeedy ſending any Number of Sea-men from any Port or Ports under their Care and Management, on Board any Ship or Ships, as ſhall be appointed) ſhall cauſe the ſame forthwith to be put in Execution; by cauſing Liſts of all Perſons Names ſo ordered to go to Sea, to be affixed on the reſpective Church Doors where they live, and alſo on all Market-Houſes, and at all publick places which ſhall be thought moſt proper for the Notifying the ſame to the Inhabitants; with the time inſerted therein when they are to go, and on Board what Ship: And every Sea-man which ſhall be found to have refuſed or neglected going on Board as he ought, and whereto he was appointed, upon his being diſcovered and apprehended, ſhall be ſent on Board one of the King's Ships; and from that time be obliged to continue in the Service during the whole War, without beneſit of being relieved, by taking turns with thoſe who ſhall duly obſerve Orders: And whoſoever ſhall diſcover any Sea-man ſo Offending, ſhall Receive* 40 s. *Reward from the Naval Officer, immediately after the apprehending and bringing the ſaid Offender before the Naval Officer, or ſome Juſtice of the Peace ſo as that he may be ſecured: Which* 40 s. *ſhall be ſtopt out of the firſt Pay that ſhall grow due to the ſaid Sea-man, after his being ſent on Board; the like Reward to be given to any Perſon who ſhall cauſe any Deſerter from his Ship to be apprehended.*

Timely notice to be given to Sea-men Ordered for Men of War.

Ratio 7. It is very neceſſary, That the Naval Officers do obſerve, and duly put in Execution, all ſuch Orders as they ſhall from time to time receive from the LORDS of the ADMIRALTY; and that Liſts of all Mens Names Ordered for the Sea, with the time when, and on Board what Ship each Sea man is to go, be timely publiſhed, that the Sea-men may have no pretence of

of Excuſe, by ſaying, they did not know it to be their Turns; and having ſufficient Notice, they may timely provide themſelves with neceſſaries. Further, it being known in publick, who are to go, there will be no hopes of ſhelter for them to ſtay on ſhoar: Neither can they go into Merchants Service, a Penalty being to be inflicted on all thoſe Maſters of Merchant-men, who ſhall carry any of thoſe Ordered for Men of War; and either thoſe, whoſe Turns it is not to go into the Service that year, will diſcover them, for fear of being ſent themſelves, if thoſe men ſhould be wanted, or elſe others for the Reward ſake will impeach them; ſo that being unſafe and uneaſie every way, 'tis preſumed, that there will not be many, but what will comply with the Orders reſpecting them.

Prop. 8. *That a due Care be taken to relieve all thoſe Seamen (who ſhall comply with ſuch Orders as are ſent for their going on Board) yearly, or as near to that Time as poſſibly it may be done, where 'tis deſired; and that at the time of their Diſcharge, they be payd off: But as for thoſe who by reaſon of a Forreign Voyage, ſhall ſerve longer than one year ſucceſſively, to be allowed* 2 s. 6 d. per Month *for the Second Year, as an Addition to their former Wages; and for the Third Year,* 5 s. per Month, *for every Month they ſhall ſerve more than they are required by this Method, or what more the Parliament ſhall think fit.* Encouragement for Seamen.

Ratio 8. The keeping Touch with the Seamen, by a due relieving them, as is propoſed, and likewiſe of paying them off at their Diſcharge, will be a great Obligation to them to go on Board, as they ſhall be directed, without Trouble or Charge; to the forwarding whereof, 'tis not to be doubted, but that their Wives will contribute their Aſſiſtance, when they are at ſome certainty of having their Husbands a ſhore at ſuch and ſuch

times, or thereabouts, with their Money in their Pockets: As for those who shall serve above their Year, and could not be relieved, by reason of their Ships being in Forreign Parts, 'tis but reasonable, that they be allowed the said additional Wages, as an Encouragement to, and Reward for, their continuance in the Service, more than the time they ought according to this Method.

Seamen to List themselves at their Return from Sea, being not Registred before.

Prop. 9. *That every Seaman, within six weeks after his Arrival from any Voyage (and being out of the Kingdom at the time appointed for the first Listing of Seamen) shall List himself in the respective place where he intends to inhabit, or otherwise, to be lyable to the same Penalty as is to be inflicted on those Seamen, who shall refuse or neglect to go in their Turns, after a due Summons thereunto: And for the more effectual performance of this Proposition, the Naval Officer, or his Clerk, shall go on Board every Ship and Vessel, arriving at any Port within their Precincts; and there shall take an impartial Account of the Masters and Ships Companies Names; as also of their Respective Ages, &c. as is directed in the Listing Seamen aforementioned; the which shall be transmitted to the General Office at* London: *That accordingly from thence, the said General Office may send a Copy thereof to the Naval Officers at the respective Ports whereto they belong: But if any Seaman has a Desire (after his being Registred) to alter his Place of Abode, and to go into another County; upon his application to the Naval Officer of that Place, by whom he is first Registred, he shall have a time allowed him, proportionable to the distance of the Place where he designs to inhabit, not exceeding a Month: And upon his bringing a Certificate from the Naval Officer of that Place whereto he intends to remove of his being Registred there, he shall be discharged out of the Books, where he was last Registred before that.*

Ratio

Ratio 9. This Method will be of uſe, by degrees, to get all our Seamen Liſted, whereby a more regular Care may be taken, for relieving and exchanging the Seamen in due Order, according to the Methods propoſed: And the Penalty to be inflicted on Seamen for their Neglect, will be a Spur, both to oblige and haſten them to a complyance with ſuch Orders, as they ſhall find themſelves tyed to obſerve: The Naval Officer or his Clerk going on Board as aforeſaid, will much forward this Work; and likewiſe they will hereby be able to give an Account thereof to the General Office at *London*, which may tranſmit Copies to the particular Places, whereunto theſe Seamen ſay they do belong; that Care may be taken for Regiſtring them in their proper Counties; the giving Liberty to Seamen (after their being Regiſtred) to remove into another Place, upon their acquainting the Naval Officer therewith, by whom they were firſt Regiſtered, is but reaſonable; becauſe otherwiſe it would be an Impoſition and hindrance to them, not to be permitted to Live where they do apprehend it to be moſt for their Advantage.

Prop. 10. *That every Sea-man who ſhall be abſent without leave, at the time of his reſpective Ships being preparing for a Careen, or to go into a Dock, or to come out of a Dock, or at the time of her taking in, or putting out her ſtores, or at the time of any other ſervice, for which Labourers are fain to be hired to do the ſame, for want of the attendance of the Sea-men belonging to the ſaid Ship; every ſuch Seaman to forfeit* Forty Shillings *for ſuch his neglect, to be ſtopt out of his Wages the next pay, that ſhall become due to him. Further, that every Victualler, who ſhall Entertain any Seamen in his houſe between Sun & Sun, at ſuch time, or times, as a neceſſity of buſineſs requires his attendance and Labour on Board, and not having Leave given him by his Commanders, or by one of*

Seamen to attend at the Fitting out their Ships.

of the Lieutenants, in writing under his Hand, to forfeit Twenty Shillings *for every time they offend in that kind; and Houſe-keepers the ſame Forfeiture: One Moyety thereof to the Informer, and the other to the uſes aforeſaid; to be recovered by Diſtreſs and Sail of the Offenders goods, by Vertue of a Juſtices Warrant for the ſame, or by any other means, as the Parliament ſhall think fit.*

Ratio 10. 'Tis but reaſonable that Sea-men ſhould be obliged to give due Attendance on Board their Ships, eſpecially at ſuch times, as the King's Service do more immediately call for their Aid and Aſſiſtance; for 'tis a ſhame that Men ſhould be born in Pay and Victuals on Board the King's Ships, and to be Loytring on ſhore, when there is moſt need of them on Board; and by theſe neglects it ſo happens, that the Commiſſioners of the Yards have been obliged to hire a conſiderable number of Soldiers to do that work, which the Sea-men ought to do, whereby the King is at a double Charge: For if Seamen did but ſtand to their work, a Cruſing-Ship might be cleaned, & in, and out of Harbour in 4. or 5. days, as has formerly been done, Wind and Weather permitting; which now is oft times a Month or Two in compleating: And if Saylors will be abſent from their buſineſs, at ſuch times as they ſhould give attendance, if they pay for their neglects, 'tis only themſelves that are blameable. As for the Victuallers and other Houſe-keepers, if they will perſiſt to entertain Sea-men, when warn'd to the contrary, 'tis meet that they pay for ſuch their Contempt of Orders, and for Encouraging Seamen to ſtay on Shoar, when the King's buſineſs requires them on Board.

What Seamen have Liberty to go in Merchant Men.

Prop. 11. *That all Seamen, (after the publication of the Liſts as afore is mentioned) who ſhall not find themſelves appointed for Men of War thereby, for that Year; may be at Liberty to go into Merchants Service, without being in any wiſe*

wiſe Moleſted in the proſecution of their Voyages that Year; but at their return from their Voyages, if they ſhall arrive at any other Port, except what they fitted out from (their Year being expired) then they ſhall be obliged to repair unto the Port where they were Regiſtered forthwith, that they may take their turns duly with thoſe in Men of War.

Ratio 11. Thoſe Sea-men who are free to Comply with, and obſerve Orders for the going on Board the King's Ships in their turns, and mutually to relieve one another, ought to be Encouraged; and to have all Immunities and Priviledges proper, to be allowed them in order thereunto: For 'tis allowed on all Hands, that our Ships of War, being well Mann'd with willing and able Sea-men, may rightly be termed the *Bulwark*, or *Brazen-Wall of the Nation:* And who, but an enemy to himſelf, would daſh that Armour to pieces which is able to defend him from the Violence, and Mercileſs Cruelty, of a Subtil and Powerful Adverſary. But the obliging them to return to their proper Ports, when their time, in Merchants Service is expired, which is allowed them, in order to their taking turns on Board the Men of War, is but reaſonable; and only an inducing them to an obſervance of that Golden Rule; *Do as ye would be done unto.*

Prop. 12. *'Tis humbly propoſed, That no Maſter of any Merchant Ship, or Veſſel, being above 50. Tun, do Sail from any Port in* England, *until he has entred into Bond of* 500 l. *and all Maſters of Ships, or Veſſels under 50. Tun, into Bonds of* 100 l. *with each of them two able Sureties for the true performance of the following Articles,* (viz.) *That they ſhall not carry any Perſon, or Perſons to Sea with them, above the Age of Sixteen Years, but what are Regiſtred by ſome Naval Officer appointed for the ſame; who ſhall likewiſe Certify under his hand and Seal, That the ſaid Perſons are ſuch as are not returned on the Liſts, for the King's*

Maſters of *Merchant Men* Obliged to bring back their men, &c.

Service that Year; but have their Liberty to go in Merchants Ships, during the ſpace of one Year, and no longer, till it comes to their turns again. 2. *That at the return of any Ship from her Voyage, to any Port in* England, *or* Ireland, *the Maſter, or whoever has the Charge of the Ship, ſhall immediately ſend an account (of what men are brought back) to the Naval Officer, whence he Shipt off his men; and if in any Forreign Place, any Perſon or Perſons ſo Regiſtred do run away, then the Maſter of that Ship or Veſſel whereto he did belong, ſhall bring a Certificate under the Hand & Seal of the Conſul of that place: That the ſaid Maſter made affidavit before him, that at ſuch a Time, and at ſuch a Place, ſuch a Perſon (inſerting his Name in the affidavit) ran away, and that he did his endeavour to get him again, by requiring the Conſuls Aſſiſtance therein. But for want of ſuch Teſtimonial, to forfeit* Ten Pounds *at the leaſt for every Perſon he ſhall not bring back, except they have died in the Voyage, or any other unavoidable accident have happened, of which every Maſter ſhall give very good and ſufficient proof; one Moyety of all forfeitures to be paid to the Informer, by the Naval Officer upon the diſcovering the ſame, by ſuch juſt proof as ſhall be ſufficient to Convict the Offender, the other to the uſes afore-mentioned.*

Ratio 12. The obligation required from Maſters of Merchant Men can't ſeem to be an Impoſition on them, or Novelty to them; becauſe the ſame Method is practiſed in *Barbadoes* and *Jamaica*, &c. with double the Penalty for ſmaller Veſſels, to prevent the carrying off Servants, and other Perſons from the Iſland, without the Governours Paſs, as thoſe Maſters who uſe the *Weſt-Indies*, very well know. In the next place, the Regiſtring Sea men can't prejudice, or in any caſe be Injurious to Merchantdizing; becauſe after a Competent Number of Sea-men is allowed, and prickt down to ſerve on Board the King's Ships;

Ships, the remainder will be free, and without the hazard of being impreſt, to ſerve on Board the Merchant Men, and not to ſculk up and down as they do now, and wear protection Beards, whereby they look as if they were *Fourſcore* Years old, when indeed they are not *Forty*, ſome of which are not 6. Months in a Year either on Board the King's Ships, or Merchant Men. By this means the ſaid Maſters may Negotiate their affairs without interruption, or hazard of having their Men preſt from them, which practiſe hath many times proved of fatal conſequence to the Merchants, as before is diſcourſed. 2. As for their being obliged to bring back thoſe men they carry with them into Forreign Parts, or to give a Satisfactory account, what is become of them, at the return of every Maſter home to *England*, &c. can't be thought hard: Becauſe there is an Act of Parliament ſtill in Force, to oblige maſters to the ſame; tho' time, and defect of duty in thoſe who ought to ſee the ſame executed, has almoſt worn out its remembrance. This will alſo be one way to keep our Sea-men together, and not giving them the opportunity of ſerving Forreign Princes or States, which too often happens; for Maſters oft-times ſelling their Ships and Veſſels in Forreign Places, do thereby give a provocation to their men to ſerve in other Countries, by being diſappointed of a paſſage home, which by this will be prevented: And the more Sea-men are engaged to ſerve under their Natural and Lawful Prince, the more will fall to the Merchants ſhare; and conſequently their Wages will be leſſened: For 'tis obſerved and agreed on at all hands, that a ſcarcity (and not a plenty of any Commodity) raiſeth the Price. The bringing a Teſtimonial can't be hurtful to them; becauſe that will juſtifie for them, that they have well and honeſtly complyed with what was required of them: And that they have not incurred any Penalty or

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Forfeiture for any neglect thereof. The Moyety propoſed to be given to the Informers, will make them look out ſharp, and the Maſters themſelves be Circumſpect, how they take any Unregiſtred Perſons with them, or any other, but what may Lawfully be carried without prejudice to the King's ſervice, or themſelves, ſince they will have a great many eyes over them, who for the reward ſake, will uſe their utmoſt endeavours for the diſcovery of any ſuch Offender. Further, That every Sea-man, whoſe turn it is to go on Board Men of War, and ſhall be found perſonating another, (who according to thoſe methods) might ſtay on ſhoar, or go into Merchant men, upon his being convicted of the ſame, ſhall forfeit to the Informer 40 *s.* to be paid to him by the Naval Officer immediately after ſuch diſcovery, and ſtopt out of the firſt wages which ſhall become payable to him for his ſervice on Board any of the Kings Ships, and likewiſe be obliged to ſerve therein during the War.

Prop. 13. *That all Juſtices of the Peace, Mayors, Sheriffs, Bayliffs, Conſtables, Headboroughs, Tithingmen, and the like, be ſtrictly required, to apprehend all Seamen whom they ſhall find inhabiting in any Inland Counties, where no Naval Officer is appointed; and alſo all ſturdy Beggars, vagrant Perſons, Deer-ſtealers, ſuch as rob Fiſh-ponds, Coney-Warrens, Dove-houſes, or the like; and that they do carefully ſend them to the next Naval Officer, to be ſent on Board Men of War, or diſpoſed of otherwiſe, as ſhall be thought fit.*

Juſtices of the Peace, to take up Sea-men & Vagrant Perſons.

Ratio 13. The obliging Juſtices of the Peace, Mayors, Bayliffs, &c. to apprehend, and ſend thoſe Perſons laſt mentioned, unto the Naval Officer, in order to their being ſent on Board the Men of War, will be of great Service to the Country: For hereby Gentlemen will not only preſerve their Game to themſelves, and the Com-

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mon ſort of People be rid of a great many dangerous Perſons, who only lurk about, and watch Opportunities to break their Houſes and rob them of what they have perhaps gotten with great Labour and Induſtry: But the King will have their Service on Board, which may be of uſe there, though not on ſhore; for many of thoſe will make Cooks-mates, Shifters and Swabbers, *&c.* which muſt be had on Board as well as other Men; and doubtleſs many of them, when they are broke from their loitering and idle Courſes, and ſee themſelves confin'd on Board, may take up, and make good Sailers, but if they are permitted to ſtay on ſhore, and to follow the dictates of their own Inclinations; nothing but Miſchiefs and Inconveniencies of many kinds muſt be expected from them.

Laſtly, The Merchants, Shipwrights, Caulkers, Sailmakers, and Ropemakers in and about the City of *London*, do not, I preſume, need any other Motives to induce them to a Willingneſs, to have the afore-mentioned Propoſitions put in Execution, then this Conſiderati- on of their being more eſpecially incommoded, by the continual alarms of Preſſing, which lies much harder on them, than on Places farther diſtant. For 'tis very rare for the City of *London* and Places adjacent, to be free from the Preſs a Month together in a Years time; for fear of which, the Seamen, and others of the afore-mention'd Callings, do in ſuch Numbers ſo abſcond and hide themſelves, that thereby the particular Wages of Seamen, Shipwrights, Caulkers and the like, are ſo enhaunſed that their Wages are almoſt doubled---Beſides the loſs which is ſuſtain'd for want of having Men on all occaſions for their Works and Services, which Inconveniencies, being by theſe Methods likely to be removed, the Wages brought lower, and Buſineſs carried on with

Why the Merchants of London *and other Perſons of ſeveral Callings are obliged to forward theſe Methods.*

freedom, and without Interruption, muſt needs meet with a kind Acceptance, and with the Concurrence and joint Endeavours of the Merchants, Maſters of Ships and others concern'd herein, to promote the carrying on the ſaid Methods, and Eſtabliſhing the ſame.

But ſome Perſons, haply may take an occaſion to reflect, and ſay, that if the whole matter had been contracted into fewer words, it would have done much better. To which I anſwer, 'tis true, I have ſtudied for no Rhetorick to garniſh it,or Flouriſhes of Oratory to ſet it out, thoſe being things to which I am altogether a Stranger; being only a well wiſher to a Sailer, and not a Nice one neither. In the preceeding Methods, I have not obſerved quaintneſs of Expreſſions; which probably might have better pleaſed the Ingenious and Sharp-witted: But have with as much perſpicuity and plainneſs as poſſible I could, run through every particular; and have the more enlarged thereon for the facilitating the ſame, and ſuiting it to the Capacity of the meaneſt Sailer, who may be concerned herein: I have likewiſe endeavoured to leave nothing doubtful and ambiguous; to the end, that all Seamen and others, might plainly perceive the drift and ſcope thereof. And that it is not a meer Project or a fallacious Invention, as many may ſuppoſe it to be, before they have well weighed and rightly conſider'd the ſame: But that it is a real Subſtance, and that which if practiſed muſt neceſſarily tend to the Honour and Welfare of the Nation in general, and in particular, to the Eaſe, Benefit and Satisfaction both of Merchants and Seamen, which latter if encouraged as they ought, together with our Ships of War, may not unfitly be called the Impregnable Fortreſs and Safety of Their Majeſties and Their Dominions. But that I may likewiſe indulge thoſe Palates, who favor not

not Prolixity in matters of Diſcourſe; I ſhall be as ſuccinct and brief as I can, in enumerating the Heads of the ſeveral Advantages, which the preceeding Methods treats of; and alſo the Grievances and Diſadvantages, which thereby will be removed.

Firſt, It would be needleſs to recount the number of Men of War loſt theſe five Years paſt, it being a thing too well known in *England*: But how and which way, and by what means the greateſt part of them have been loſt, is not obvious to every one. Therefore to ſatisfie (in ſome meaſure) the Curioſity of thoſe who deſire to know the ſame, it's believed, and without gain-ſaying, muſt be allowed to be chiefly for want of competent Numbers of Able and Willing Seamen on Board them: For 'tis evident, that ſeveral of our Ships of War have been taken of late Years, without loſing a Maſt or Yard, which was not ſo formerly: If theſe things had hapned through the Neglect or Cowardize of the Commanders, that would ſoon have been diſcover'd and blaz'd abroad; which ſince it appears not to be ſo with many of them, it muſt neceſſarily follow, that 'tis for want of Able Seamen on Board (except where they have been over-power'd, which hath been but now and then) And can we think our ſelves diſintereſſed and hurt, if we leave off an old Road, which we follow as it were for Faſhion-ſake only, to comply with ſuch Rules and Methods, as will undoubtedly, with eaſe and little Charge, procure a competent Number of able and rugged Sailers (inſtead of *Shacome-filthies*, *Ragga-muffings* and *Scrovies*) to Man the King's Ships withal, at a very ſhort warning; whereby Fifty Ships then, will be more Serviceable than One Hundred now: Beſides, the *French* will then find, that they muſt pay the beſt Price for what Ships they

Want of our Ships well Manned the cauſe of many being taken.

they take, and that Men of War will not be ſo eaſily parted with, as of late they have been.

Much Mony to be ſaved by paying and diſcharging Men from the great Ships at Winter.

Secondly, When we are thus provided, and at a certainty to have Seamen when they are needed, the King may lay up the great Ships for the Winter Seaſon, and diſcharge the Men out of Pay and Victuals, but with their Mony in their Pockets, and liberty to ſerve in Merchant-Men, 'till 'tis their turns to go on Board again (which now can't be done; becauſe for want of Methods, we know not how or which way to get them again, or others in their room at Spring) and how many Thouſand Pounds in this very thing would be ſaved Yearly, on the Nations Account, every intelligent Man, but more eſpecially thoſe who are concern'd in the Navy Affairs, may judge.

But ſome may object, that the Regiſtring of Seamen will be an abrogating their Liberties, *&c.* To this it may be anſwer'd, That were it really an Encroachment upon the Property of the Subject, (which I can't ſee how it is) yet the neceſſity of uſing theſe Methods, or the like, at this time would ſufficiently plead its Excuſe: And a deſperate Wound muſt have the moſt ſearching and moſt probable means applied thereto for its Remedy.

Benefit by Regiſtring Seamen, Caulkers, &c.

Thirdly, The Regiſtring Shipwrights, Caulkers, Ropemakers and Sailmakers, will in no wiſe be hurtful to any; for having a ſufficient Number of them at all Calls, the Ships and Yards may be ſupplied therewith without Preſſing. There may likewiſe be more Ships built in the King's Yards, than now are, which always outdo thoſe built in Merchants Yards. There may alſo be more Cordage made there than is uſual, which every thing conſidered, is always the beſt and cheapeſt; and

and many other Advantages will ariſe, which are now unthought of.

Fourthly, The Enemy has found the advantages of Regiſtring their Seamen, thereby fitting out and Manning their Ships with more than an imaginable diſpatch; as I my ſelf, whilſt a Priſoner there, obſerv'd; Though at treble the Charge of what we ſhall be at for one fifth part of the Number of Seamen, we have in *England*; it being plain and apparent, to all thoſe who have uſed the French-Trade, that we have five times more Merchant Ships (which are accounted a Seminary for bringing up Seamen) than the *French* have, and that ours are bigger than theirs; ſo that in all likelihood we muſt have five times as many Seamen.

Fifthly, As for their Charge in Regiſtring Seamen, that conſiderably exceeds what ours will be in this: For their Intendants, which are the chief Officers concern'd therein, have each of them ſome Thouſands a Year, and the Inferiour Officers, which are very numerous, Sallaries proportionable: Whereas Four Hundred Pounds apiece, is what is propoſed for our chief Officers concern'd herein, and One Hundred Pound for the chiefeſt Clerks, of which only thoſe in *London* will be Sharers. And 'tis my Opinion, that we need not be aſhamed to practiſe thoſe Methods, which will undoubtedly be effected with much leſs trouble, difficulty and charge, than what the Advantages which will flow from thence, will make good and anſwer for. *Our charge in Regiſtring much inferiour to the* French.

Sixthly, In the beginning of the War many Volunteers came into the Service, as particularly from *Briſtol*, *Lyn* and *Weymouth*, whence they came by Forties, Fifties and an Hundred in a Gang; the greateſt part whereof that are alive, are ſtill in the Service, and the only

Men which have throughly ſhar'd in the Toils thereof; but without any more Reſpect or Encouragement than thoſe that were forc'd; which doubtleſs hath been a means of hindring others from following their Examples. But were the Methods herein contained effectually proſecuted, and Seamen Times appointed them, wherein they knew themſelves oblig'd to ſerve on Board Men of War; and likewiſe when they might without Interruption go into Merchants Service, and at all times that Encouragement that is due to them, we need not be at any Charge in Preſſing, or keeping Tenders, as now we do; nor ever want brave bold, and undaunted Seamen to Man the Fleet.

Seventhly, It cannot but be matter of wonder, to ſee with what Dexterity and Speed the *French* fit out their Ships; and that with one fifth of the Seamen we have in *England*; and how in a few days they are compleatly Mann'd, after Orders given out for the ſame: And I preſume that *Engliſh* Seamen are as capable of doing any Service proper for them, as the *French* can be; and were they Ordered and Encouraged accordingly, might, as formerly, deſerve and merit the Precedency of any others, in Sea-Affairs: But if for want of Courage and Conduct to adventure, and carry on thoſe Methods (which ſeem very reaſonable, and alſo very probable to recover the Oeconomy and priſtine Glory of our Fleets; to Animate our Seamen, and as it were, to engage Succeſs on our Side) we ſit as unconcern'd, and will not uſe any means, though never ſo likely for the retrieving the decayed Honour of the Nation; we can't, if we ſuffer thereby, blame any but our ſelves. For what Miſchiefs and Miſeries do fall upon us, are, as it were uſher'd in by our own Conſent,

Engliſhmen as capable of doing good Service as any Nation if Encouraged.

Conſent, if we ſtrive not, to oppoſe and hinder them.

Eighthly, The difficulties which may ſeem to attend this Service in the firſt eſtabliſhing and ſetling the propoſed Methods, may make it look with a ſower Face, and ſo retard and hinder its going forward, and thereby many may be ſtartled, who otherwiſe ſee nothing but what is reaſonable and needful enough to be practiſed---'Tis true, that in this, as in all other things at the beginning, difficulties will interfere; and 'tis likely enough that the moſt ſignificant and moſt material Undertakings, for a Publick Good, will meet with the greateſt Hardſhips, in its firſt Birth and Infancy; and that 'tis no eaſy matter to put ſome People out of their old Road, though never ſo rugged and uneaſy: But the greateſt Care and Trouble which can befal the carrying on of the fore-going Propoſals, will be in the firſt Year; which being with Diligence, Faithfulneſs and Induſtry (in the Management thereof) paſſed over for ſucceeding Times, 'twill eaſily be done. And that ſufficient amends will be made for the Toil and Fatigues thereof, will not be doubted, (upon mature and deliberate Thoughts) by any, who zealouſly deſire the Welfare and Proſperity of their Majeſties and their Kingdoms. Theſe Methods, if induſtriouſly managed, may in ſome meaſure, run parallel in time with the Poſt-Office, in riſe, growth and perfection; which being known to moſt Gentlemen, I ſhall not ſpeak of it here. *Every thing of moment hard at firſt.*

Ninthly, If thoſe Methods are followed, we ſhall have that Epidemical Grievance, which ſo much gauls and diſturbs the Seamen removed, namely of being turn'd over from Ship to Ship; which many times delays their being paid, makes them loſe the Benefit and *Turning over of Seamen remedied.*

Favour

Favour of their Commander (of whom, by their Care and Induſtry they have deſerv'd well) by being abſent from them; and from the quality of a Mate, or Midſhipman, or the like in a former Ship, by being turn'd over to a Captain that knows them not, are reduc'd to go afore the Maſt; and how any Perſon of Senſe or Courage can brook this, I do appeal to every ſober Mans Judgment.

Many Seamen will continue in the Service notwithſtanding the Liberty propoſed.

Tenthly, Altho 'tis propoſed, that Seamen be left to their liberty at the end of the firſt Year or thereabouts, after they are Regiſtred; yet 'tis not to be doubted, but that many will ſtill continue in the Service, who might be relieved from it according to the Propoſals, and that out of Reſpect to their Commanders; and many who are at liberty will then have the freedom to go with thoſe Commanders whom they moſt affect; whereby Commanders and their Men being united by a free Choice (for no Captain can well refuſe a Perſon that voluntarily offers his Service under his Command) will then carry ſuch an harmony of Affections amongſt one another, that there will be great reaſon to hope for Succeſs in all their Undertakings, according to that Maxim, *Force united is ſtrongeſt*: And further, by theſe Methods and Agreements amongſt Seamen and their Officers; Preſſing, that Scarecrow and Bugbear to many Men, will be out of Faſhion, and the vaſt Charges and Inconveniencies attending the ſame, be utterly removed and expell'd.

Eleventhly, Then there is another thing, which if confirmed, will encourage the Seamen to continue in, and alſo prize and value the Service; it being reported that the Lords of the Admiralty do intend to prefer none to be Warrant-Officers, but ſuch as have actually and ſucceſſively

ſucceſſively ſerved Three Years in the Men of War: Which will ſtimulate and provoke many Seamen to put themſelves forward; a likelihood of Preferment, being of more force to draw ſome, than the Whip to drive others into the Service.

Having touched upon ſome Heads, more particularly relating to Their Majeſties and the Seamen; I ſhall add a few words concerning the Merchants Circumſtances, and ſo conclude.

Firſt, In the firſt place, the Merchants have been feelingly ſenſible of the Effects of the War, as the exhauſted Coffers of many (which in the beginning thereof were full) can witneſs, occaſioned chiefly by the great Numbers of their Ships taken by the Enemy this War: One great Reaſon whereof has been the want of due and proper Methods for the procuring Able Seamen, who ſhould be in readyneſs at a very ſhort Warning to Man the King's Ships: For notwithſtanding all the Circumſpection and Care imaginable of the Lords of the Admiralty, for the due ordering of Ships to Sea, both Convoys and Cruizers; yet if Men can't be gotten, the Ships muſt lie ſtill. But by theſe Methods a ſufficient number of Seamen may be at all times ready; whereby Cruizers and Convoys may be abroad, and to and again at Sea, to prevent the Enemy from ſo often making a Prey of our Merchant-men, as of late they have done.

Merchants great Sufferers for want of due Methods in getting Seamen for the King's Ships.

Secondly, In the ſecond place, the exorbitant Wages which the Merchants muſt give, and ſtill are obliged ſo to do, or all muſt lie ſtill, have been a Pull-back to many of them; And the want of Men (for fear of being preſt from them) notwithſtanding the offers of great Wages, has many times retarded the Pro-

secution of their designs, to almost the overthrow of their Voyages.

Thirdly, Many other Inconveniences and Enormities have flow'd in upon them, of which themselves are the most competent Judges and the best Remembrancers; all which Grievances and Sufferings, or most part thereof, by the proposed Methods, might (for the future) be prevented. The Merchants likewise might negotiate their Sea-affairs, without interruption, or hazard of having their Men taken from them, when once Shipt and willing to serve them: And the exorbitant Wages, given now, would then be brought down, and many other Inconveniences removed, which now they labour under: But would be glad of a Remedy for them.

Wages in Merchants Ships likely to be brought lower.

Fourthly and Lastly, That the consideration of the foregoing Propositions and Methods, being humbly and timely offered to the Parliament, and by them approved, some of the Effects thereof may be experienced in the next Summers Service.

Object. But some may object, That if this had been done in the beginning of the War, it had been of some Moment, and might have done good Service; but now 'tis hardly worth while to set it on foot, a Peace being expected in little time; and that the War in all probability can't hold out much longer.

Answ. To this it may be answered, That as to the duration of the War, that's very uncertain; and that it may continue longer than is expected by many People, is likely enough: However, because so necessary and advantagious a design as this, (if practised) may prove to the Nation, has been hitherto unthought of; yet in my Opinion that's no convincing Argument for to frustrate its being put in Execution now; since we know

The want of these Methods or the not practiced sooner, no reason to hinder their progress now.

know not how long or how little while the War may laſt. But admit a Peace do in little time enſue: We can't be ſorry, that we have no Occaſion to uſe theſe Methods, if the War continues: We have no reaſon to be offended that a way is found out, to ſave a very conſiderable ſum of Money, which is ſpent in Preſſing and other Services; and to have able and rugged Sailers ready on all emergencies to Man the Fleet as it ought; whereby the *French* Kings Fleet will be more likely to be decreaſed, than increas'd by ours.

I remember, that when we had Wars with *Holland*; nay, not long before the beginning of this War; The Seamen ſeem'd deſirous to have Wars with *France*, and would be often boaſting what they would do, and how ready they would be to fight the *French*. But now we find the Caſe much alter'd, and as much, if not more difficulty now than ever to Man our Fleet; and likely to grow worſe and worſe, if not timely prevented by proper Methods for the ſame: And if thoſe are not thought ſufficient and perfect enough (the Examination whereof I humbly commit to the unbyaſs'd Judgments and candid Cenſures of thoſe who are zealouſly deſirous of the Nations Intereſt) yet, I preſume, here is a Foundation for a more well compos'd and nobler Structure, than what my Skill or Pretenſions will reach to; which being built upon for the Nations Intereſt, by the Endeavours of any publick ſpirited Perſon, will give the Author as much ſatisfaction and content, as if compleated by himſelf; He having no Ambition of getting himſelf a Name by theſe Undertakings, nor of reaping any Advantage thereby, otherwiſe than as it centers with a National Intereſt.

F I N I S.

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